TO INDUCE EARLY BUYING

We will offer for a Few Days the following Qualities of Carpets, Curtains and Rugs at

GREATLY REDUCED PRICES.

CARPETS.

500 rolls Royal Axminster (spring styles), reg. 375 rolls Wilton Velvets (spring styles), reg. (Other qualities at same reduction.)

400 Body Brussels Rugs, extra choice (size 9x 12 feet), reg. price \$27.50...... New \$22.55 380 Axminster Rugs, heaviest made (size 9x 12 feet), reg. price \$32.50..... Now \$26.25 Remnant Rugs, made from short ends of fine Carpeting, all sizes and qualifies, 25 per cent

(Other qualities at same reduction.)

500 pairs Lace Curtains, various makes, worth Sanitary Couches and Davenports at prices

CURTAINS.

475 pairs. Portieres, asserted patterns and colors, worth regularly up to \$15.00, .Now \$8.75

Large sales are daily being made for World's Fair purposes. In order to give HOUSEKEEPERS a chance to select from our entire Spring Stock and to give us an opportunity to do their work promptly and satisfactorily we have inaugurated this

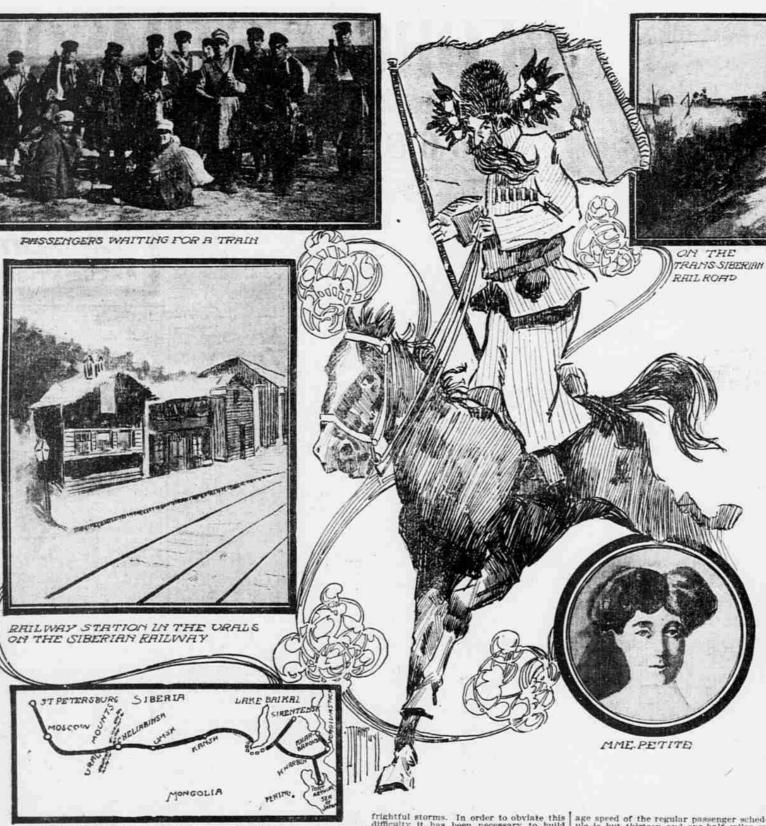
GRÉAT SALE CARPETS-RUGS-CURTAINS.

Fourth Street and Washington Avenue.

LIFE LINE OF RUSSIA ACROSS SIBERIA.

Travel and Construction Along the Transsiberian Railway, Whose Single Track of Nearly 6,000 Miles Is the Only Line of Communication With Russian Forces in the Far Eastern War.

By MME. MARIE PETITE.



MEP OF TRANS-SIBERIAN RAILWAY

The Transsiberian Railroad has a terminal at Morcow and one at Irkutsk. Si-

beria.

I had heard so much of the luxurious train service that I was unprepared for any delay in starting. So I was glad to take the first train that

The Russians always speak with en

thusiasm of the special trains which leave Moscow only once a week. Their libraries, their salons, baths, gym. naslums (for those who never indulge) make many a tale with which the casual

traveler must be contented and take what he can get. I thought it the part of prudence to choose well my place in the train. This was a coach where a pell-mell like

he interior of a moving van was pre-anted. It contained a whole kitchen outfit a samovar, of course, and enough coal for the entire eleven days, besides provisions for a month.

A cage contained fowl, and above langerously suspended, was a large basket holding eggs.

Many stops delay the journey, but there are no changes of train over the great white plains, where even the names of places cause a sensation of harshness, of

severity.
The imagination can hardly do justice to The imagination of the first terrible journey.

The endless steel rails shine like ribbons. And i, accustomed to a more or less privileged existence, was carried through a country where life is rude, the weather in element and the whole land stern beyond

FORCE OF PRIMATIVE RACE. In the blond-bearded peasant faces with straight hair I felt the force of a primitive race. These people are at the same time simple and shrewd, with a capacity for contrasts.

They are like an immense piano, with all the keys of civilization, all the notes of

humanity.
The men are superb in physical harmony

and their features of Greek regularity are

and their features of Greek regularity are without expression.

In contrasts the women of the bourgeois classes, with their slightly Oriental profiles, are vulgar, the nose strongly marked, protruding from the superabundant Kalmuck flesh.

The Russians have preserved the traditions of their ancestors, who, in the nomad days across the steppes, had but sheep skins as protection against the night. Sheepskins always exist in the hights of the modern Russians, but thereto they have aided a few coverings and a samowar, with all of which material they pursue their journeys.

All these bundles obstruct the aisles and overflow the benches to such an extent that traveling students often prefer to sleep on the floor, leaving the benches to the baggage, of which the abundance scarce permits them to find room.

And yet the coaches are much larger than those usual to Baropean trains.

WORLD'S LONGEST RAILROAD.

WORLD'S LONGEST RAILROAD. The Siberian Railway is at once the ongest and best known railroad in the world. Russia commenced to build her great railway early in the seventies. The

great railway early in the seventies. The work of construction was pushed with all possible despatch.

By the year 1877 the great line had been constructed as far as Orenburg. It was not until 1889, however, that the great bridge was completed over the Volga.

The section connecting the Volga and the Obi River basins was then begun. The first week on the real Transsiberian Railway was commenced May 2, 1891.

The difficulties encountered in building the great line have been enormous. There have been a number of rivers to be bridged each offering a problem of its own to the engineers.

each offering a problem of its own to the engineers.
Several of these streams have been a mile or more in width, with shores of rhitting sand in the summer season and ice fields in the winter.

In addition there have been miles of hills which could only be passed by tunnelling. The greatest problem, however, has been presented by Lake Balkal, the Holy Sea of Siberia. It is 390 miles long and has an area of 15,000 square miles. On all sides hills arise abruptly to a height of from 3,000 to 6,000 feet.

The depth of the lake, moreover, is so great that bridging is impossible.

The lake is also swept frequently by

complete the line.

CROSSING THE LAKE.

In the meantime the trip across the lake is made by boat. To cut through the thick Arctic ice an Ice breaker has been constructed at an expense of \$1.500,009. The boat, which is named the Baikal, is designed to cut through ice four feet thick. It is the second largest ice breaker in the world.

The hull of the great boat is made of steel. She is formed on the lines of Nansen's Fram, with her stem and stern equally suited for battling with the ice.

A steel belt an inch thick runs completely around the hull. The boat meabures 250 feet in length, with a beam of \$5 feet, and with engines capable of developing \$.750 horse-power it is capable of doing 12½ knots an hour.

The boat is equipped with three sets of salls and is capable of carrying twenty-five heavily loaded cars. The Russians have already expended \$5.050,000 on this ferry service, with its terminals.

The Russians do not excel in railroad building. Even considering the enormous difficulties encountered, the road according to American standards, is very faulty. The road has been built with cheap and unskilled labor. It has been equipped, for instance, with rails which weigh but fifty pounds to the yard, whereas the standard rail in America weighs eighty-five pounds. The bridges along the route are perhaps the weakest links in this great chain. Many of them are of great length and nearly all are built of wood. Should an attack be made on any of these by an enemy, the entire system might be readily crippled.

FAULTS OF CONSTRUCTION

Add to this the fact that the switches are faulty, the grading had and the curves impossible for fast trains, and the inadequacy of the lines becomes obvious. In some places the baliasting of the road has been practically neglected, the rails being laid down for long distances on bundles of sticks. The locomotives are of obsolete types. The gauge of the road is peculiar to Russia and will not permit of the use of engines or cars of any other roads.

As might be expected, the speed of trains on the Siberian road, both of passenger and freight trains, is ridiculous judged by American standards. The aver-FAULTS OF CONSTRUCTION

frightful storms. In order to obviate this difficulty it has been necessary to build a road around the lake a distance of more than a handred miles.

This road in places has been cut through rock at enormous expense. The cost of this section alone is nearly \$20,000,000. It will, besides, take four or five years to complete the line.

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The hull of the great boat is made of steel. She is formed on the lines of Nansen's Fram, with her stem and stern equally suited for battling with the ice.

A steel belt an inch thick runs completes by around the hull. The boat meakures build in eighteen days. This is the succomplished in eighte

POORLY EQUIPPED LINE. A single American road of about the same mileage carried last year 330,000,000 same mileage carried last year 320,000,000 tons of freight and 125,000,000 passengers. A comparison of the trainionds of the Siberian line and of the average American road will serve to make this clearer.

The average trainiond in the United States is about 1,500 tons—some run as high as 2,500 tons. In Russia the average fails to 800 tons, while on the Siberian line the average is but 500 tons.

The Russian makes it his boast that he is never in a hurry. The management of the Siberian Railway would seem to bear out this reputation. With a road mechanically so poorly equipped accidents, often of a serious nature, are matters of almost daily occurrence.

selfally so poorly equipped accidents, often of a serious nature, are matters of almost daily occurrence.

The trains in crossing the great plains, or deserts, are practically isolated in the case of a breakdown, and must help them selves as best they can out of their diemma. One of the commonest accidents, for instance, is for a train to break the rails in passing over them. A delay of twelve hours is considered comparatively unimportant. It has frequently happened that one train will overtake an other which has started twenty-four hours ahead.

In such a case the passengers of the second train are treated on the "car ahead" principle, and the first train. carrying in the train in a carrying the fourth class in Russia. Eight horses or forty-seven men may be accommodated. And therein they are huddled one against another the condition impossible to describe. The little children have scarcely a highly to be blocked by snow and ice or from breakdowns of one sort and another in a condition impossible to describe. The little children have scarcely a human appearance under the thick, because of the second train are trains a day.

In the winter season, when the road is likely to be blocked by snow and ice or from breakdowns of one sort and another in a condition impossible to describe. The little children have scarcely a human appearance under the thick, because of the second train are trains a day.

In the winter season, when the road is likely to be blocked by snow and ice or from breakdowns of one sort and another in a condition impossible to describe. The little children have scarcely a human appearance under the thick, seem enveloped in a sliver light, resemble a beautiful Tartar woman in her "chadra."

ther, even this traffic is out of the ques-ion. But at all times the people who make up the passenger traffic are most interesting.

ing very well acquainted, advances as a nucleus of civilization over the desert land. Nothing could be more striking than the group of animated, living, cultivated persons, carried on and on through the cold moonlight nights and the cold white day lights over the terrible sollitude of the great wintry steppes.

After the town of Tomsk is passed the travelers become even more united, quite like a large family.

In their promenades during the stops of the leisurety train they chat with one another, making inquiries and comments on trivial matters, for many find themselves with old acquaintances of their frequent journeyings over the like.

The officials refer to their acquaintances among these ladies by the color of the costume or other personal appearance, as: "You know the blue gown who went to Moscow last month?" and then follow details of personal interest as to "blue gown"—where she is now, when she returns, what she is doing or any other bit of goestly imaginably interesting to young and worldly persons whose lives are at times so intensely isolated and changing. At Omsk the physiogaomy of the train becomes more characterite. Engineers officials with braided case, listall themselves as in a conqueted cannot becomes more characterite. Engineers officials with braided case, listall themselves as in a conqueted cannot be consumed to the physiogaomy of the train and personnel of the round of the conductor, an amiable young man, whose features are of the undeeded and harmonious character of his race, is the son of a General.

Cartain gambling episodes and foilles were committed when he was an officer and be directs the train and personnel of his rolling ship as well as the amusements of the travelers with an equal mastery.

CONCERTS OFTEN IMPROVISED. In the evening the travelers make music, bringing into requisition any musicians and instruments that may be on board, and a concert is improvised. The national accordion is in evidence, usually played by some student, who improvises or sings those strange tunes of impromptu character that belong to the Slavic race. And thus the night passes, with familiar phrases from the compositions of Tschalkoswsky, or echoes of a similar character are claborated taken up by one or another, and one by one the travelers cease talking and laughing little by little in the immense quiet.

And what should one do in the first-class compartments, as in the third-class also, but pass the time in eating and playing cards? The first days drag painfully through a monotonous landscape. Always the same immense plain, covered with snow, even at the beginning of spring. Here and there are little black spots, and the red roofs of the station are like children's toys in the solitude.

Tomsk, the station, is simply four rude wails of plank badiy joined where one gets a cup of tea and black bread.

The stops are always the same, more or less prolonged, according to the whim of the station master. The travelers descend and stretch their legs in a promenade the length of the train, awaiting the third blowing of the whistle and casting anxious glances from time to time on their baggage, although in each compartment one person is always set apart to guard it for the country is unsafe and whole coaches have been known to be mysteriously robbed.

One may employ the time during these stops to speak with the emigrants or the clans and instruments that may be on

stops to speak with the emigrants or the prisoners. Long files of coaches containing them pass sadily and miserably. The emigrants are those who have devoured their poor portion of earth and have had to lease it for an incalculable number of years, since they have not the right to sell.

We travel over the desert and steppes of Siberia, over frozen rivers, toward hori-zons that never vary, in a monotonous and

Siberia, over frozen rivers, toward hortzons that never vary, in a monotonous and desolate succession.

The great Taigo, that profound succession of virgin forests, is mysterious. Nature seems as deserted as in the first ages of the earth in all their wild fantasy. Thither flee hunted and escaped beings who are desperate and incapable of longer enduring their chains; impenitent vagabonds are concealed, preferring the chances of the wild, the fear of solitude and the peri of pudsuits; the boid contraband, driving a commerce of gold with the miners; in short, a whole frightful exodus of fugitives, tramping at night in the midst of danger, only sustained by the sharp desire of liberty.

Over all this scene lies the magic of sparkling snow, the brilliant fretwork of branches glittering in winter lewels. The traveler crosses immense, snow-flowing river, passes thy rough villages of little frame houses, put up suddenly like mushrooms, after a rain, that characterize this country where human effort is new and nature is antique.

A terrible mixturue of races is here crowding in rude strife for a bitter livelihood, so many thousand miles from civilization.

The transsiberian journey over the

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The transsiberian journey over the steppes of Russia is like a sea voyage. As far as Omsk, which is several days from Moscow, the ordinary trains are filled, but little by little the passengers have alighted until these who are left are not too many to form a small and latimate circle. They become acquainted, whit care other's coaches, gather at evening for cards and music, gossip with analyzour and music, gossip with analyzour and gath with a particular cards and music, gossip with analyzour and gath with the great strains and test it yourself.

The transstant test to be any reader of this paper.

A POSITIVE CURE FOR

RHEUMATISM, PRUBALS WILLIAM A POSITIVE GURE FOR

NEUMATISM, PRUBALS WILLIAM A POSITIVE GURE FOR

NEUMATISM, NEURALGIA and

KIDNEY TROUBLE.

Those who are suffering the horrible sand test it yourself.

IN ASIATIC RUSSIA. After the station at Tomask few passen gers remained in the train, but those who were going to Irkoutsk or Vladivostock. Before we arrived at Omsk, however, the bunger for news was most evident in the

avidity with which every one devoured stray newspapers.

But little by little as we penetrate the heart of Asiatic Russia the interest in the civilized world disappears and in the Si-berian villages political exiles are plunged in the silence of ignorance, in gloomy areathy.

In the bluish moonlight the stars are senear, so large, that one seems to feel their life palpitating near to one's own, and one is seized with a strange anxiety lest the word the universe be disclosed. In the evenings music was performed, bringing together instruments and musicians from the whole train, in an improvised concert of bala-laika.

Some played the national accordion with moderate skill. There was a young student from Little Russia, who composed strange airs upon a bizarre and perverse harmonica.

airs upon a bizarre and perverse narmonica.

And the train rolled always through
forests without end, crossing rivers that
seemed as seas, and finally arrived at
Tomsk. The city wore a lugabrious aspect, with its muddy sureets, where the
snow had not yet covered debris of all
sorts, and a sense of shame and omen
forced itself on the traveler. The driver
of the cab himself was a liberated convict,
who in a fit of drunkenness had killed his
wife and child.

He spoke of these things without remorse, as without bravado, simply as if
another had done the deed and he was but
the spectator.

morse, as without horses and he was but the spectator.

Tough under police surveillance since his liberty had been granted, he was free in the city, as are all the other rogues who have served their terms and may follow some industry. All the towns of Siberia, constructed hastily along the line of the Transsiberian road, are overrun with the froth of a population of thieves, good-fornothings and drunkards.

And little by little wine shops are added to wine shorts, for they drink more here than even in Russia, and rogues are added to robbers; the town grows and grows and becomes a city, and little by little in its midst is formed a nucleus composed of political exiles.

EXILES HONORABLE MEN.

Some of these exiles are received in lo-cal society and are men who live honorable lives and endure calmly the misfor-

tune of fate. They sleep under their wagons if they do not own tents. Among them are those

From the first the traveling companions establish themselves as if in their own houses. They change their clothing range their closes under the seast, pass sansages from hand to hand, and with the touching confraternity of the Russian character they drink from the same curcontaining a not pale-colored drink, their national tea.

SOCIAL LIFE ABOARD.

This little band of passengers, becoming very well acquainted, advances as a nucleus of civilization over the desert land.

Social content of the results of the railroad are great tree trunks, split or uprected by the tempest, ends and stumps of firs whose several generations are pilled in every stage of

Household Remedy SWANSON'S "5-DROPS

Sent postpaid, absolutely FREE to any reader of this paper. Write today for a trial bottle and test it yourself.

Those who are suffering the horrible testures and agany caused by Riseumanism. Neuraliria or Kidney Trouble will find quick relief by the use of "5-DROPS." It is the only remedy which will almost instantly relieve those exeruciasting pains and effect a permanent cure of these terrible diseases. Apply "5-DROPS" externally. Rub thoroughly on the afflicted aching parts and it will stop the pain in a very short time. It is the greatest pato killer in the world.

Take "5-DROPS" internally. This will cleanse the blood of urle acid and all other poisonous matter and put theystem in a perfectly healthy condition. When this has been done, you will be free from all aches and pains. Rheumatism is a blood disease and this treatment is the only rational one for such an allment. "5-DROPS" will cure rheumatism in any of its forms of stars. Harrowski, and the stream of the storms of stars. It is started the started of the started disease and this treatment is the only rational one for such an allment. "5-DROPS" will cure rheumatism in any of its forms of stars. It is started the started disease.

Eest Remedy in the World for Catarrh.



NOTE-Large Size Bottle "5-DROPS Doses) \$1.00. If "5-DROPS" is not ob-in your town, order from us direct and send it prepaid on receipt of price. FOR SALE BY DRUGGISTS.

SWANSON RHEUMATIC CURE CO. 166 LAKE STREET, CHICAGO.

wait here until the spring loosening of the frozen waters is over, but a few are willing to risk the crossing. Now they climb over huge glaciers, and now they jump into some tiny boat, guided by a water.

At this period of the year there are frequent and terrible inundations but the native of this country is a fatalist and he mounts stoically to his roof to wait for the waters to subside without trying to direct their blind force.

Irkutsk is a living kaleidoscope of all the races—Kirghezes. Ostiaks. Congourzes, Bourziaks, Chinese, Japanese—all using a jargon on the wooden sidewalks of the wide street, where the Siberian of hard look passes in a b.ld manner of effrontery.

The panorama of Irkutsk is marvelous, inclosed in the embrace of the divine Angora River, which it encircles amorously before looding itself in the blue mountains of Mongolia, that bar the horizon with a beautiful flowing line.

TELEGRAPH NINETY-SEVEN MILES BY WIRELESS.

Signal Corps of the Army Breaks & Record Communicating Between Forts Schuyler and Wright.

Washington, March 19.-The Signal Corps of the army is now communicating daily by wireless telegraphy between Forts Schuyler and Wright, a distance of ninety-seven miles. This is the longest The speed of transmission varies from en to thirty words a minute, according to varying conditions. Similar apparatus will be installed at Nome and St. Michael, Alaska, as soon as weather conditions permit. The dis-tance between the two places is 107

New York Money Market.

Washington, March 19. Available cash bal-ance \$225,246,998; gold \$112,845,559. The rush of this floating mass may last an

Lost Power Restored



There is not a man in existence who is suffering from impotency that we cannot rebuild and strengthen so as to accomplish the greatest desireandexperiencethe keenest satisfaction, and after we have cured a case of this kind there will never again be a sign of weakness.exceptbrought Dr. Meyers' Staff of Physicians. On by imprudence.

OUR GUARANTEE IS DOLLAK NEED BE PAID UNTIL CURED. OUR SPECIAL OFFER.

OUR SPECIAL OFFER.

About three-fourths of the male population from 20 to 60 years of age are ulation for the organs of procreation, and during this period by all means and at all times this function should afford pleasure of the highest degree, with no impediment whatever to the satisfaction of the organs of procreation, and during this period by all means and at all times this function should afford pleasure of the highest degree, with no impediment whatever to the satisfaction of the disposition. The only obstacle to the disposition. The only 60 years of age are ulation from 20 to 60 years of age are ulation of the organs of procre

About three-fourths of the male non

liability cannot be questioned.

Write, if you cannot call, All correspondence strictly confidential and all replies plain envelopes. Inclose Tecent stamp to insure reply.

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